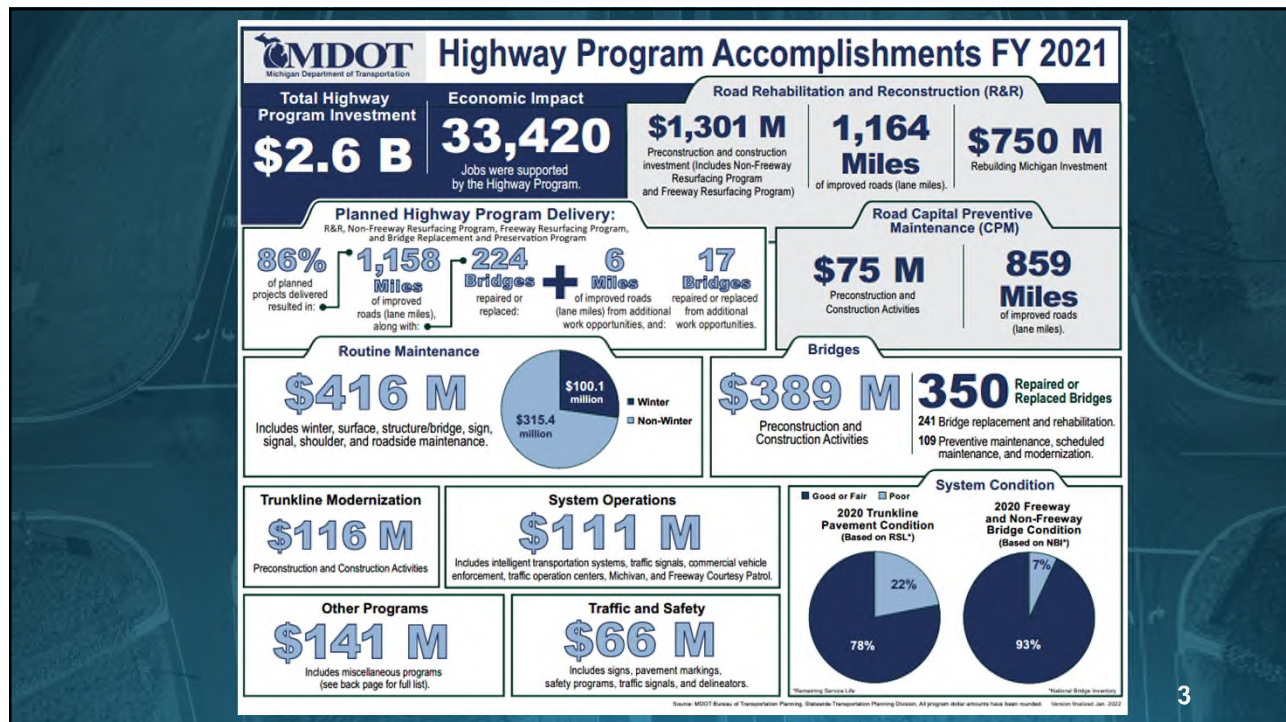




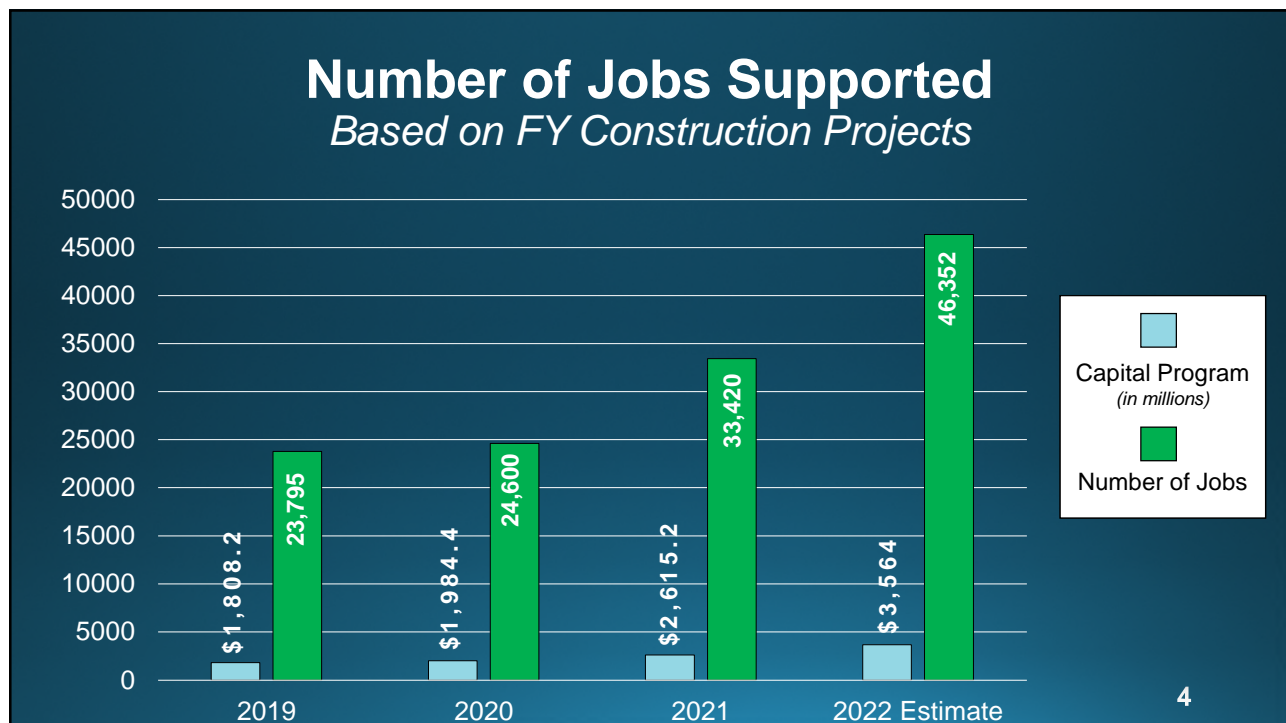
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Projects Utilizing Bond Funds

Region	Major Route (Report)	Location (Report)	Letting	Engineer Estimate	Low Bid	Savings	Percentage
University	I-496	I-96 to Lansing Road	2/21/2020	\$52,232,908	\$47,817,642	\$4,415,266	-8.45%
SW & Univ	I-69	I-69 Corridor	7/24/2020	\$214,129,045	\$210,180,170	\$3,948,875	-1.84%
Southwest	I-94 & US-31	Berrien County	6/19/2020	\$133,130,299	\$121,483,900	\$11,646,399	-8.75%
University	I-94	I-94 Near Jackson	10/30/2020	\$97,350,894	\$117,137,913	(\$19,787,019)	20.33%
Bay	I-69 E	Cox Doty Drain to M-19	1/8/2021	\$46,759,164	\$37,806,490	\$8,952,674	-19.15%
Grand	I-196 S	From 130th Avenue north to US-31	2/5/2021	\$35,209,173	\$31,520,523	\$3,688,650	-10.48%
Metro	M-59 W	Romeo Plank to I-94	2/5/2021	\$61,343,655	\$60,974,226	\$369,428	-0.60%
Bay	I-69	Fenton Road to M-54	3/5/2021	\$80,685,546	\$100,196,391	(\$19,510,845)	24.18%
Metro	I-275	Northline Road to 5 Mile Road	5/7/2021	\$279,325,745	\$256,892,162	\$22,433,582	-8.03%
University	I-69	I-96 to Airport Road	6/30/2021	\$67,536,732	\$64,539,405	\$2,997,327	-4.44%
University	I-75	Bridges in Monroe County	8/6/2021	\$24,172,982	\$28,260,533	(\$4,087,551)	16.91%
University	I-496E	Lansing Road to Grand River	9/17/2021	\$73,958,761	\$81,890,000	(\$7,931,239)	10.72%
Bay	I-69E	M-24 to Lake George Rd	10/1/2021	\$56,239,747	\$54,558,624	\$1,681,123	-2.99%
University	US-127	Jackson Co Line to North of M-36	11/5/2021	\$60,314,606	\$67,249,837	(\$6,935,232)	11.50%
Grand	I-196	Byron Road East to 32nd Ave	12/3/2021	\$61,656,217	\$66,571,922	(\$4,915,704)	7.97%
Grand	US-31	I-196 North to Central Ave	12/15/2021	\$22,770,639	\$24,543,131	(\$1,772,492)	7.78%
Metro	I-96	Kent Lake Road to Novi Road	12/15/2021	\$239,773,275	\$269,300,694	(\$29,527,419)	12.31%
University	I-94	County Line to M-60	2/23/2022	\$125,025,464	\$162,001,795	(\$36,976,332)	29.58%
University	I-75	Erie Road to Otter Creek Road	2/23/2022	\$117,182,657	\$126,723,482	(\$9,540,825)	8.14%
				\$1,848,797,509	\$1,929,648,843	(\$80,851,333)	4.37%

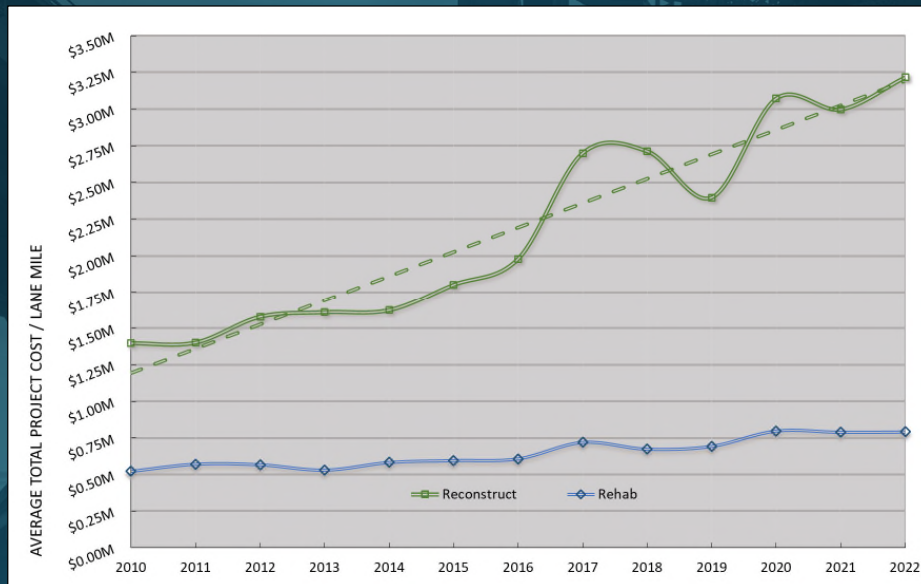
This chart contains projects that include Rebuilding Michigan Bond Program funds.
The dollar amounts reflect total contract values that may include other fund sources as well.

5

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Historical Road Reconstruction - Average Cost Per Lane Mile

*Average cost represents projects from the 5-year program

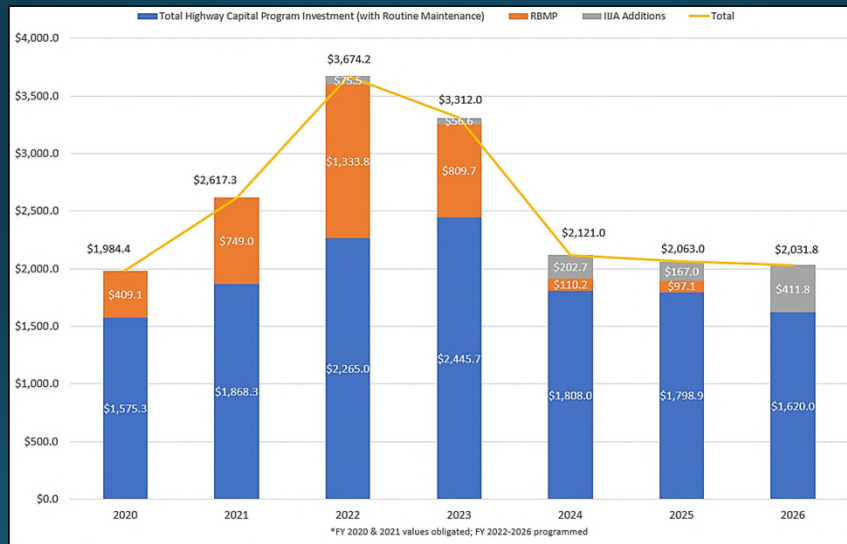


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Highway Program Investment

FY 2020 – 2026 (in millions)



7

7



Infrastructure Investment and Jobs Act (IIJA)

- Reauthorizes surface transportation programs for 5 years (FY 2022 – 2026)
- Predictable and sustainable funding for advancing our multimodal transportation
- Signed by President Biden on Nov 15th

8

8



Highway Funding for Michigan (FY 2022 – 2026)

\$7.9 billion

- \$2.4 billion in “new” highway funding compared to FY21
- \$473 million average annual increase from FY21

Formula Federal Aid Highway Programs **\$7.2 billion**

General Funds Supplemental Appropriations: **\$700 million**

- Bridge Replacement, Rehab, Preservation Program: **\$563 million**
- EV Charging Program: **\$110 million**
- Ferry Boat Construction Program: **\$8.7 million**

9

9



Transit Funding for Michigan (FY 2022 – 2026)

\$1 billion

- \$200 million per year
- Roughly \$47M increase annually compared to FAST Act funding
- Allows transit agencies to plan sustainable service improvements and fill gaps in service

10

10



Passenger Rail and Aviation (FY 2022 – 2026)

Passenger Rail Funds – Amtrak and grant programs \$66 billion nationally

Aviation Funds – \$25 billion nationally

11

11



Sharing The Federal Aid

Split of Federal Aid per Act 51

- Trunkline 75%
- Local 25%
- Re-evaluating each area to see if changes need to be made
- Hold funding programs consistent with previous years, looking for where to put the “additional” funds
- Meetings with Program Partners and MDOT Staff to look at needs

12

12

Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Grant Program (MI - \$192M)



- **New program** for resilience improvements
- \$7.3 billion in formula funding & \$1.4 billion in competitive set-aside grants (over five years)
- To incentivize state and local communities as they seek to improve the resiliency of natural infrastructure such as wetlands, floodplains, and aquatic ecosystems

13

13

Local Program Remaining at 2-5% Increases

Modestly Increasing Programs

- National Highway Performance Program (NHPP) \$9.2M
 - Will become STBG Flex in FY 2023 – 2026
- Congestion Mitigation and Air Quality (CMAQ) \$39.4M
- Metropolitan Planning \$11.6M



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“Michigan Main Streets” Focus

- Use the additional funding to focus on MDOT owned streets in communities
- “Build Back Better” infrastructure at the core of MI communities
- “Complete streets” concept to encourage inclusive and equitable community development
- The program would go beyond road infrastructure and address, potentially:
 - Drinking water quality
 - Managing storm water to mitigate climate change impacts
 - Modernize energy grid
 - And incorporate broadband

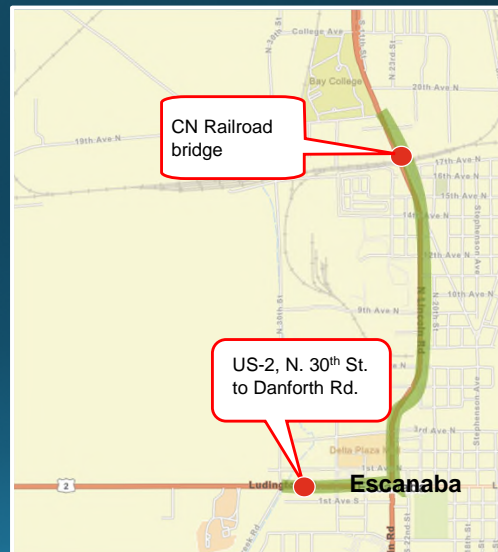
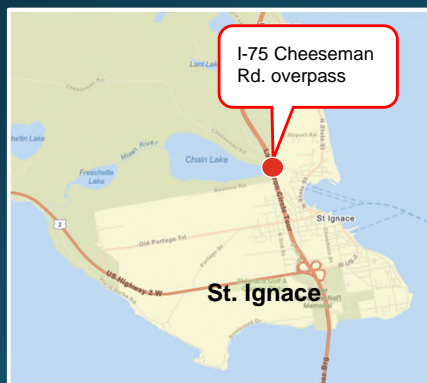
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IIJA in Superior Region

Additional funding for the FY24-FY28 program

- Road: \$29.8 million
- Bridge: \$13.3 million



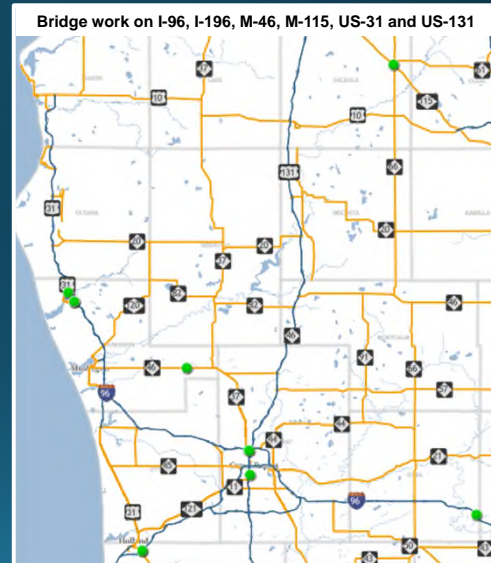
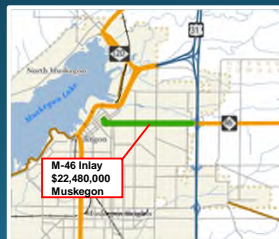
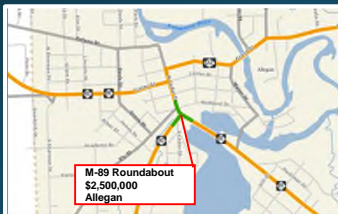
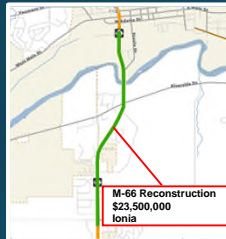
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Grand Region IIJA Funds

Additional funding for the FY22-FY26 program

- Road: \$60,980,000
- Bridge: \$34,541,000



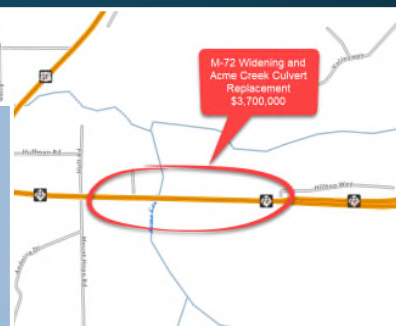
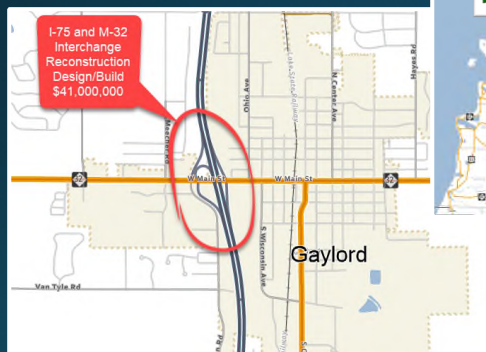
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North Region IIJA Funds

Additional funding for the FY22-FY26 program

- Road: \$44,700,000
- Bridge: \$19,607,000



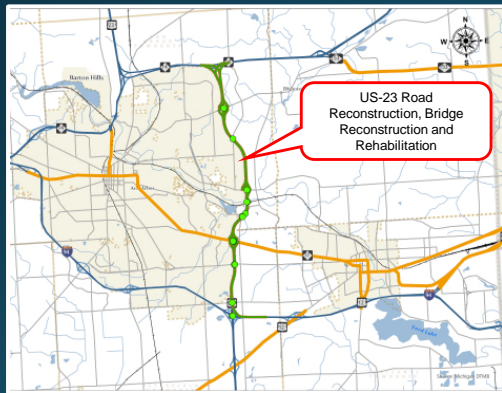
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University Region IIJA Funds

Additional funding for the FY22-FY26 program

- Road: \$166,000,000
- Bridge: \$39,400,000



Bridge work on US-23 and I-75

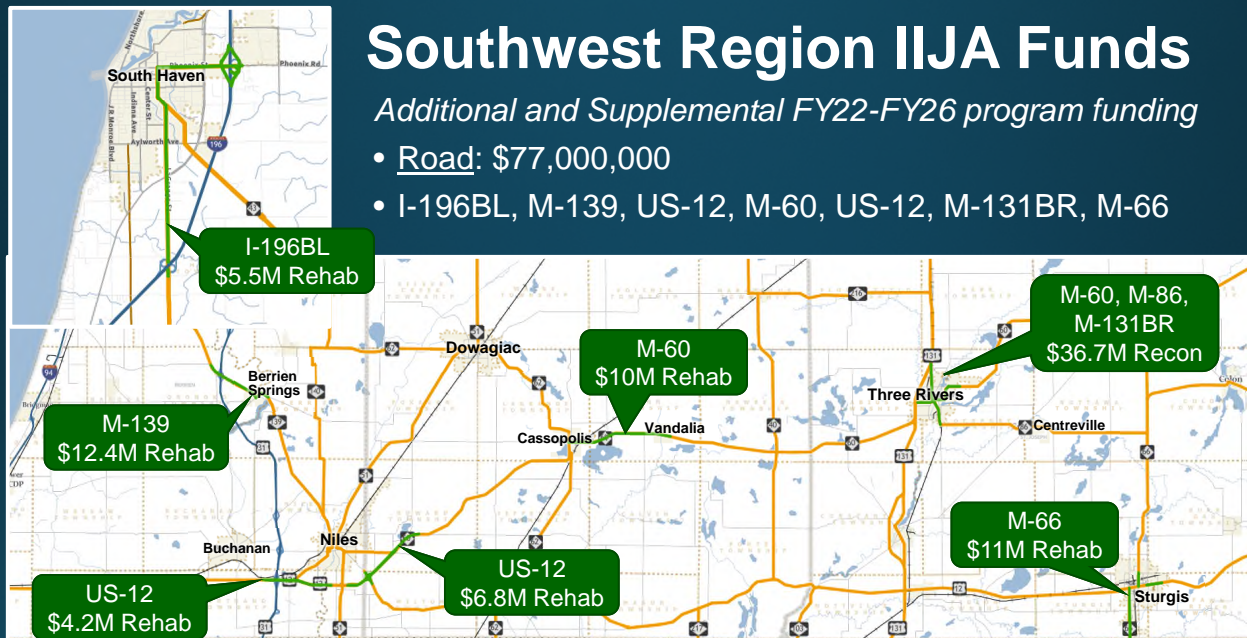
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Southwest Region IIJA Funds

Additional and Supplemental FY22-FY26 program funding

- Road: \$77,000,000
- I-196BL, M-139, US-12, M-60, US-12, M-131BR, M-66



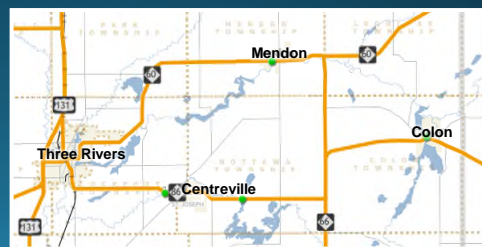
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Southwest Region IIJA Funds

Additional FY22-FY26 program funding

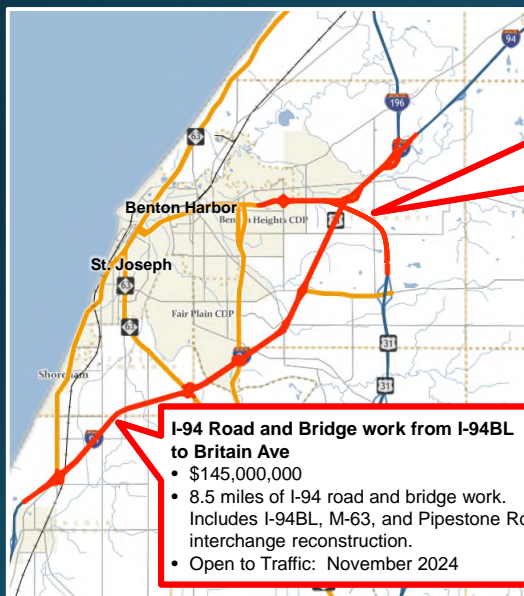
- Bridge: \$19,000,000
- I-94, I-94 BL, I-196, US-12, US-31, US-131, M-86, M-99



21

21

Southwest Region - High Impact Jobs



- I-94 Road and Bridge work from I-94BL to Britain Ave**
- \$145,000,000
 - 8.5 miles of I-94 road and bridge work. Includes I-94BL, M-63, and Pipestone Rd interchange reconstruction.
 - Open to Traffic: November 2024

US-31 and I-94 rebuilding in Benton Township

- \$121,500,000
- Rebuilding 3.5 miles of eastbound I-94 from Britain Ave to east of I-196, completing 1.8 miles of new US-31 lanes and the connection to I-94, completing the I-94 BL interchange with I-94, and sealing the new US-31 and Territorial Rd bridges over I-94.
- Open to Traffic: November 2022



I-94 Widening in Kalamazoo from Lover's Ln to Sprinkle Rd

- \$96,000,000
- Widening from 4 to 6 lanes, 6 bridge replacements, and Portage Rd interchange reconstruction.
- Open to Traffic: December 2022

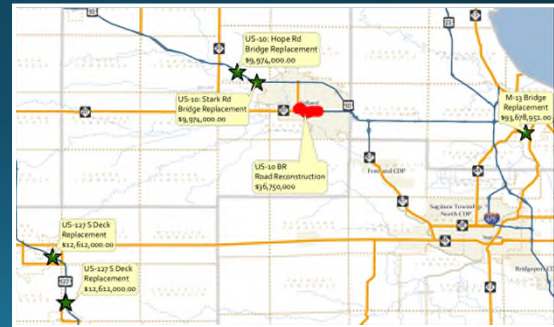
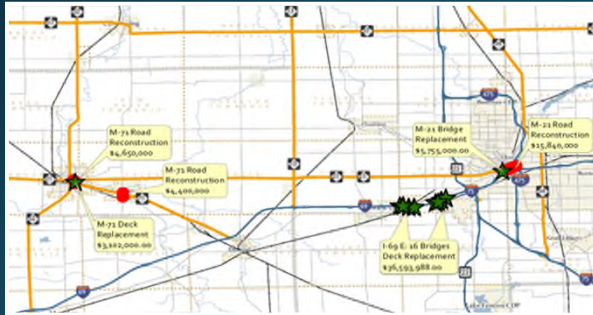
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Bay Region IIJA Funds

Additional funding for the FY22-FY26 program:

- Road: \$72,200,000
- Bridge: \$124,000,000



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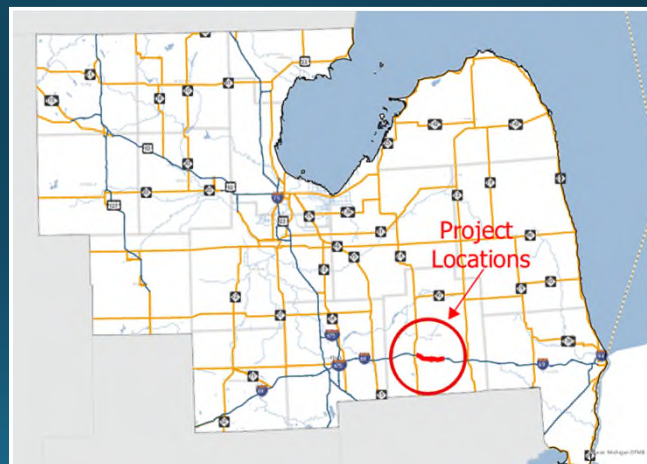
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Bay Region - High Impact Job

Lapeer County, I-69 from M-24 to Lake George



- \$54.6 Million
- Toebe Construction
- Freeway Reconstruction
- Alt Pavement Bid
- Drainage, Rest Area, and Bridge Rehab
- Expected Oct 2023



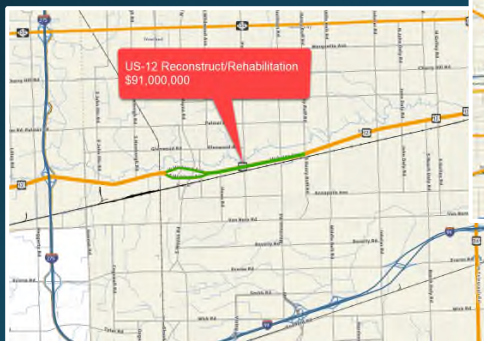
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IIJA in Metro Region

Additional funding for the FY22-FY26 program

- Road: \$114,000,000
- Bridge: \$51,690,000



Bridge work on I-94, M-39, I-696, and M-10

25

25

Metro Region - High Impact Job

2nd Avenue over I-94

Network Tied-Arch Bridge

Bridge being built offline (WSU Parking Lot)

Project Goals:

- Minimize Traffic Impact to I-94
- Clear Span minimizes Future Throw-away during I-94/M-10 Interchange

Cost: \$35 million

Project Started: Nov 2019

Planned Move Date: After 4th of July

Project Completion: Dec 2022



26

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27

Metro Region - High Impact Job

Revive 275 – Will Carleton Rd to 6 Mile Rd

- 14 Miles of Reconstruction
- 10 Miles of Concrete Patching
- Contract amount: \$262,023,000.
\$221,302,000 (84.4%) Rebuilding Michigan Funds

Open to traffic date: June 1, 2024

24

MILES

PROJECT
COMPLETION

2025

190K

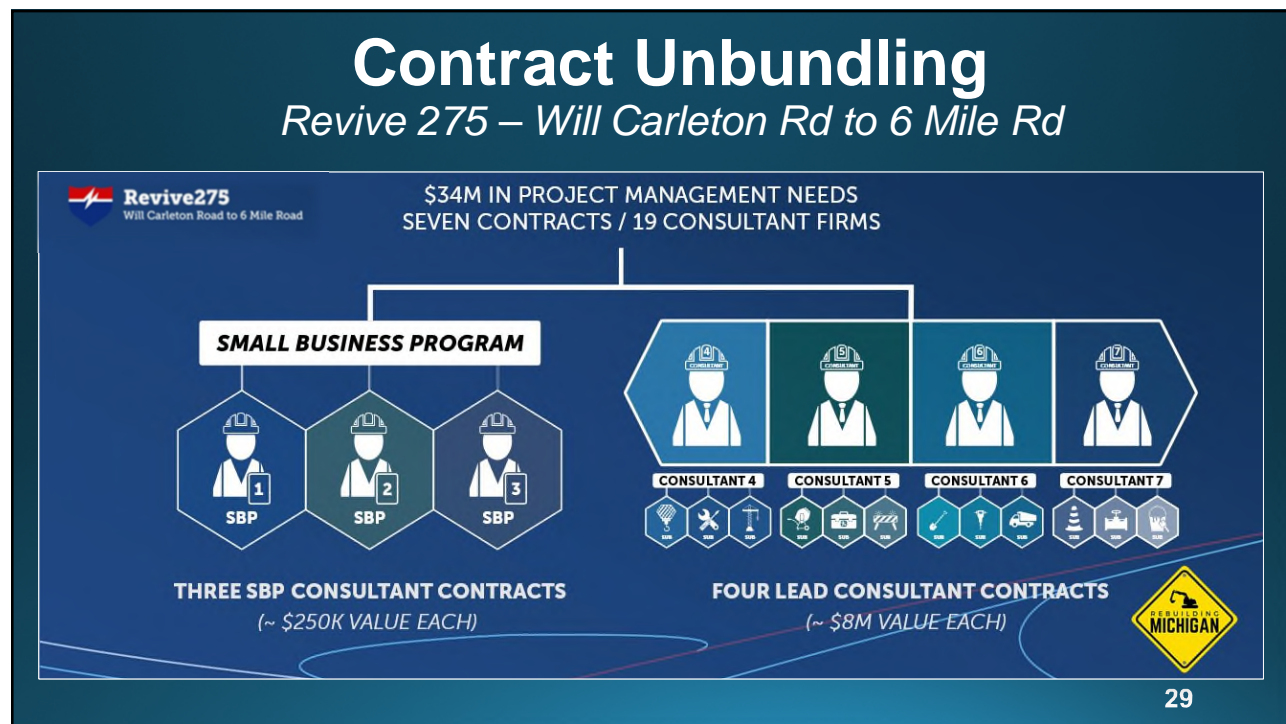
**VEHICLES
PER DAY**

65

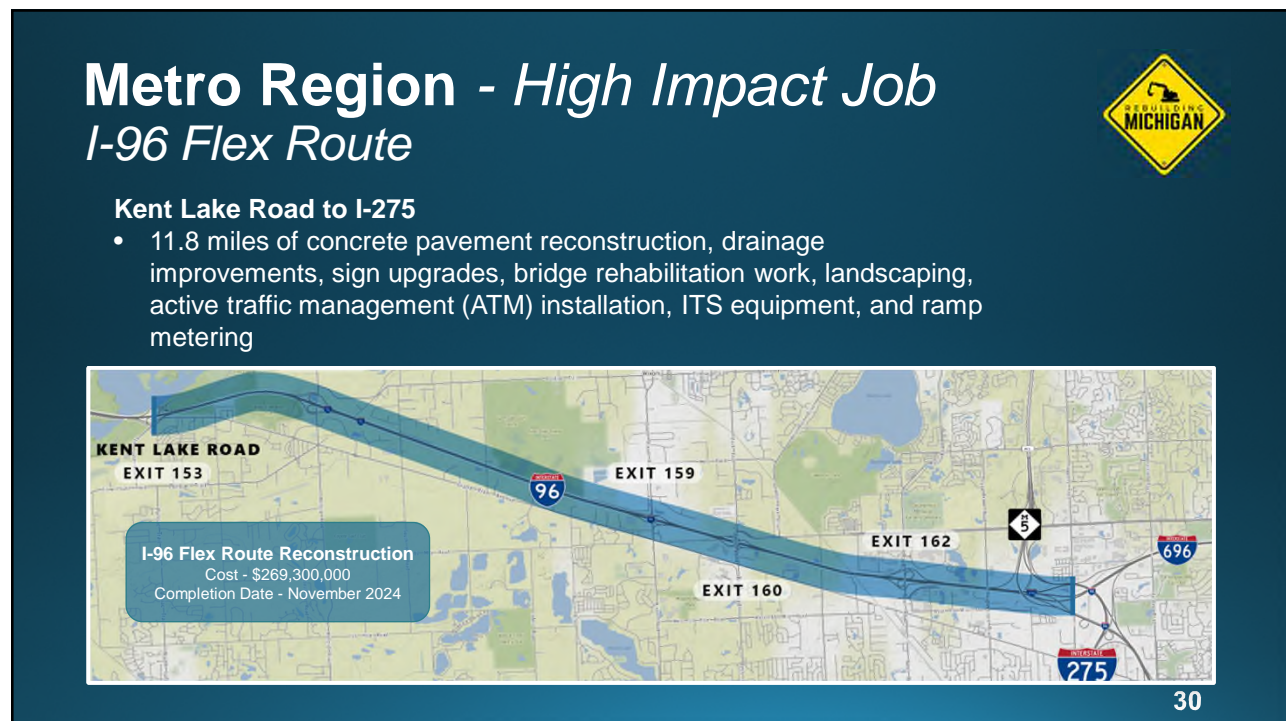
BRIDGES

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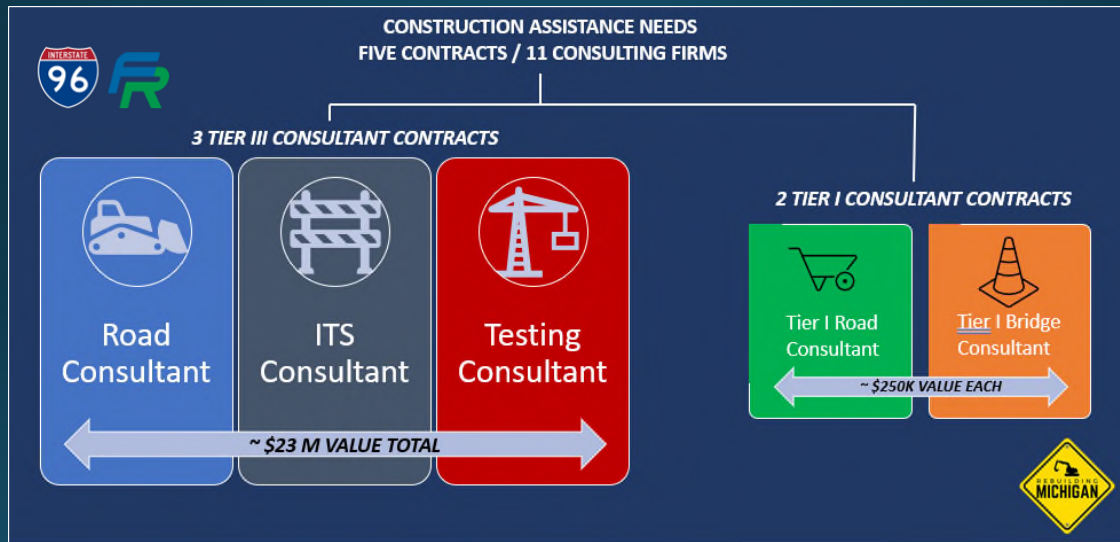
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Contract Unbundling

I-96 Flex Route



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Monroe Garage Updates *West Site Facility (Dundee Area)*

Description: 4 buildings

- Main garage
- Salt Storage building
- Heated Storage building
- Cold Storage building

Number of full-time employees: 10

- 7 Transportation Maintenance Workers (TMW) 6/7/8
- 1 TMW 9
- 1 Transportation Maintenance Supervisor
- 1 Heavy Equipment Mechanic

Number of winter Limited Term employees: 2



Heated Storage Building



Maintenance Garage



Salt Storage Building



Cold Storage Building

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Monroe Garage Updates

East Site Facility (Carleton Area)

Description: 4 buildings

- Main garage
- Salt Storage building
- Heated Storage building
- Cold Storage building



Cold Storage Building



Maintenance Garage



Heated Storage Building



Salt Storage Building

Number of full-time employees: 24

- 19 Transportation Maintenance Workers (TMW) 6/7/8
- 2 TMW 9
- 1 Transportation Maintenance Supervisor
- 2 Heavy Equipment Mechanics

Number of winter Limited Term employees: 5

33

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Monroe Garage Updates

South Site Facility (La Salle Twp)

Description: Salt Shed

- Storage
- Office

Other Notes

Percentage Complete: *Approximately 50%*
Project Budget \$41.2M which includes:

- \$39,094,929 CM & Construction Costs
- \$1,296,732 Professional Services Costs



Salt Storage Building



Salt Storage Building Brine Tanks



Salt Storage Building Office 34

34

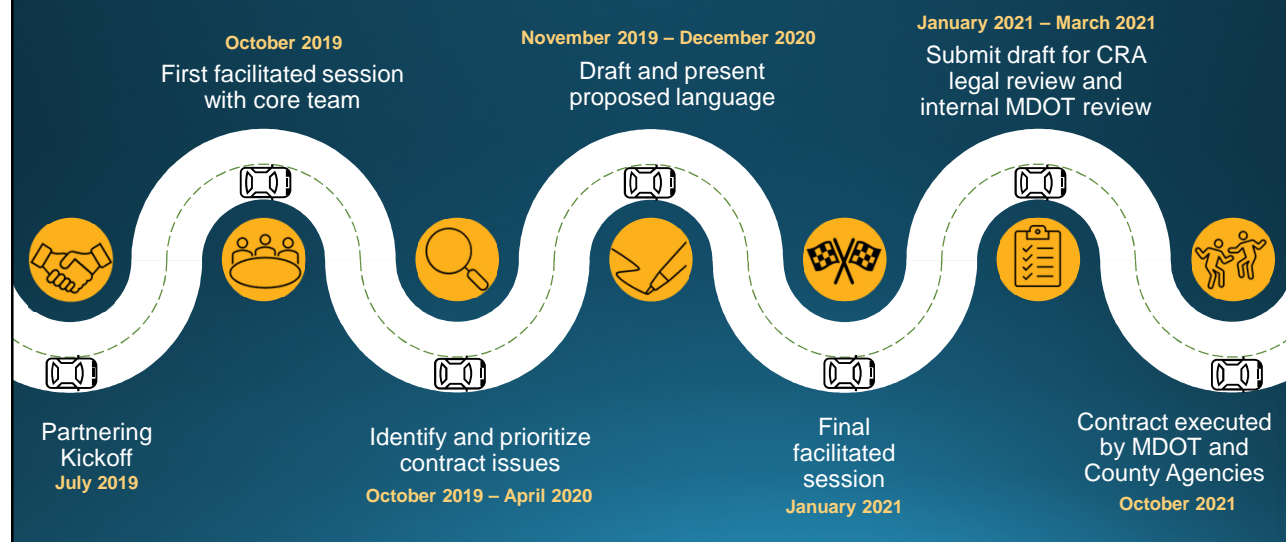
MDOT/CRA Maintenance Contract *Negotiation Process*

- **Facilitated process**
 - Staff from DTMB Office of Continuous Improvement
- **MDOT and CRA teams both identified issues**
 - Over 70 issues were brought to the table
- **Issues were discussed by both parties over several meetings**
 - List of issues were divided into related categories/themes and prioritized
 - Resolution teams were assigned specific issues to develop agreeable language
 - Language was then presented to the full negotiation team for consideration
 - OCA and AG had input during the process to ensure a smooth final review

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MDOT/CRA Partnership Timeline



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Best Wishes to Tony Kratofoil, P.E.

Deputy Director and Chief Operating Officer

The list of Tony's accomplishments is many...

Lansing TSC manager, Bay Region engineer, Metro Region engineer, and deputy director and chief operations officer. His contributions to the department's success include but are not limited to:

- First best value contract
- I-94 modernization project
- QLine, downtown Detroit
- I-75 corridor reconstruction (*Oakland County*)
- I-75 Gateway Project
- I-375 modernization project
- US-23/Plymouth Road interchange redesign



After 30 years of service with MDOT, please join me in wishing Tony all the best in his future endeavors.

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Questions?



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